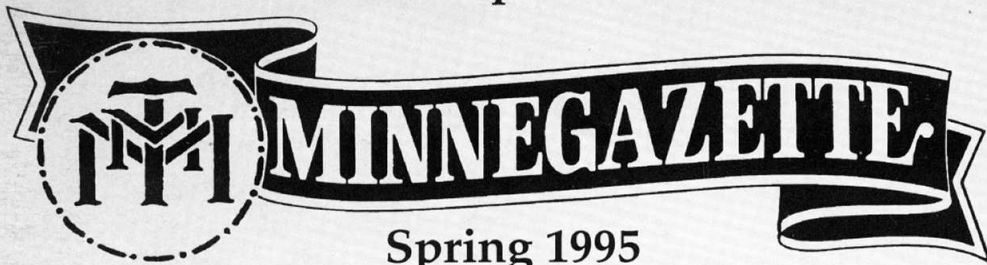
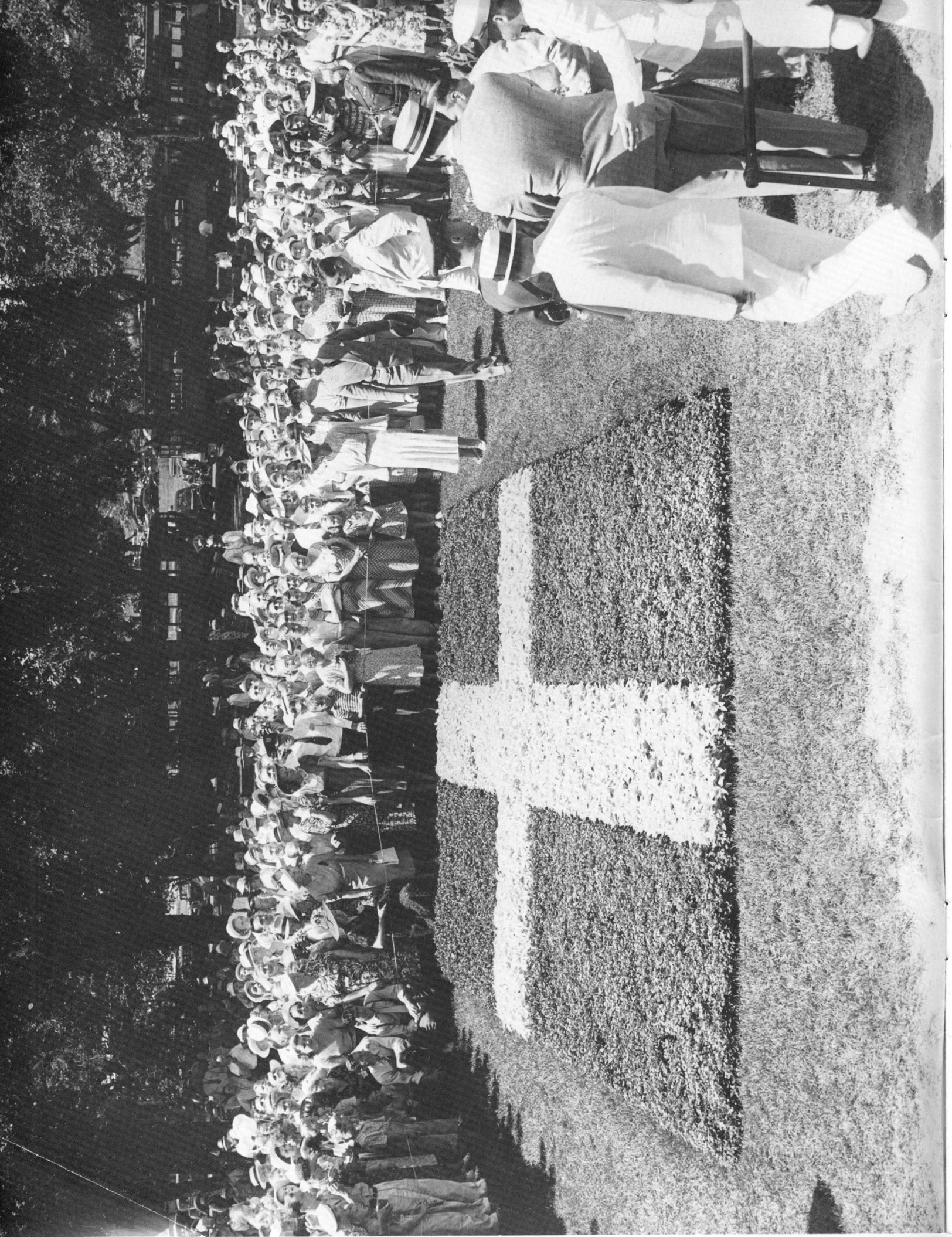


Minnesota Transportation Museum







Official Publication of the

MINNESOTA TRANSPORTATION MUSEUM, INC.

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CIRCULATION

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SUBMISSIONS

The *Minnegazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha restoration in Excelsior.

MEMBERSHIPS

Individual	\$ 25	Family	\$ 30
Sustaining	\$ 50	Sponsor	\$ 100

Send dues to:

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THANK YOU FOR YOUR GENEROSITY

-To **Roy Harvey** for donating a coffee maker to the Como-Harriet carbarn.

-To **Doug Beedon** and **Bill Olsen** for their donations to the PCC fund.

-To the late MTM member **Emil Skok**, for remembering MTM in his will.

-To **Christine Peterson**, for her donation to the Jackson Street Fund in memory of her late husband, MTM member **Ralph Peterson**.

-To **Joel and Mary Bode**, for their donation to the Jackson Street Fund in memory of **Ralph Peterson**.

-To the Railway Mail Service Gun Club for its donation to the NP #1102 Fund in memory of **Jim Weist**.

-To the **Burlington Northern Railroad** for donating radio equipment to the Railroad Division.

-To **Oscar Palrud**, **Aaron Isaacs** and **Russ Olson**, for donating railroad books. Palrud also donated railroad color slides and other items.

-To the many donors to the Steamboat Fund (see complete list on page 16).

CORRECTIONS AND NEW INFO

Blair Dollery, **Leon Brewer** and **Jim Hewitt** all noticed an error in the last Excelsior report. It stated that the high pressure cylinder of the steamboat's engine is the large one and the low pressure the small one. Actually, it's the other way around. Hewitt, who is currently working on the engine, adds that despite their different sizes, "Each cylinder contributes the same amount of power." He also notes that the feed water pumps take water from the surge tank above the boiler and pump it into the boiler. In the story, the pumps fed the surge tank. We'll get it straight sooner or later.

Front cover: For more than half a century, the excursion boat **Lake Harriet** circled her namesake. Four years before retirement, she boards passengers in 1960 at the main dock by the bandstand. For more photos, see page 19. **Minneapolis Park and Recreation Board** collection.

Inside front cover: It's the annual **Svenskarnasdag** celebration at **Minnehaha Park**, sometime during the 1930's. Across the street from the **Minnehaha Depot**, a crowd is gathered around a "living flag" of Sweden, done in blue and yellow flowers. Extra streetcars wait in the shade of the boulevard trees for the returning celebrants. **Minneapolis Park and Recreation Board** collection.

NOTES

The next time you visit **Lake Harriet**, stop by the old fire station at 43rd and Upton. The new owner, **Ellison Architects**, has created a first class display on the history of **Lake Harriet** and **Linden Hills**. MTM contributed photos.

After quite a few years of inactivity, there is once again a committee planning the future of **Jackson Street Roundhouse**. Headed by **George Bergh**, the group has prepared a draft plan that was presented in March to the Board of Trustees. Watch the *Minnegazette* for a detailed report.

A second **ISTEA** grant application has been submitted for **Jackson Street** improvements. MTM is requesting \$265,000. It will go for a series of barely visible but important infrastructure improvements, including a new electrical service, upgraded sprinkler system, infrared heat in the bays, public restrooms, replacement of bad plumbing and sewer separation.

OBITUARY

Ralph Peterson's untimely death on Feb. 1st at age 35 was caused by complications from an earlier transplant operation. He was active for the last four years in the Railroad Division, training as a brakeman. At **Jackson Street** he was a regular member of the work crew, assisting with a variety of restoration and maintenance projects. His family has authorized that memorials in his name be directed to the Railroad or **Jackson Street** funds.

CHAIRMAN'S COLUMN

-John Diers

As the MHS sees us

The featured speaker at the annual MTM meeting last December was **Tim Glines**, assistant to Minnesota Historical Society Executive Director **Nina Archabal**. MHS has a national reputation for excellence and professionalism. From his vantage point, Glines has had ample opportunity to view historic preservation groups throughout the state, so we asked him to put MTM in context. Where do we fit in and how are we doing?

His assessment was a pleasant surprise indeed. After all, we're only part time amateurs, with no paid curators or administrative staff, so I expected numerous pointers on how to professionalize what we do. Instead, he gave us high marks.

For starters, he believes MTM is the largest history organization in the state run primarily by volunteers. Because it works, he feels we should be in no hurry to hire staff. I should point out that MTM is able to run with volunteers because we decentralized management where possible, and because volunteer activities are disciplined by adherence to approved plans, budgets and operating rules.

Glines is impressed with MTM's dedication to historical accuracy. As much as anything, careful and accurate restorations and interpretation earn the respect of the professionals, who have no patience for nostalgic hokum and shoddy work.

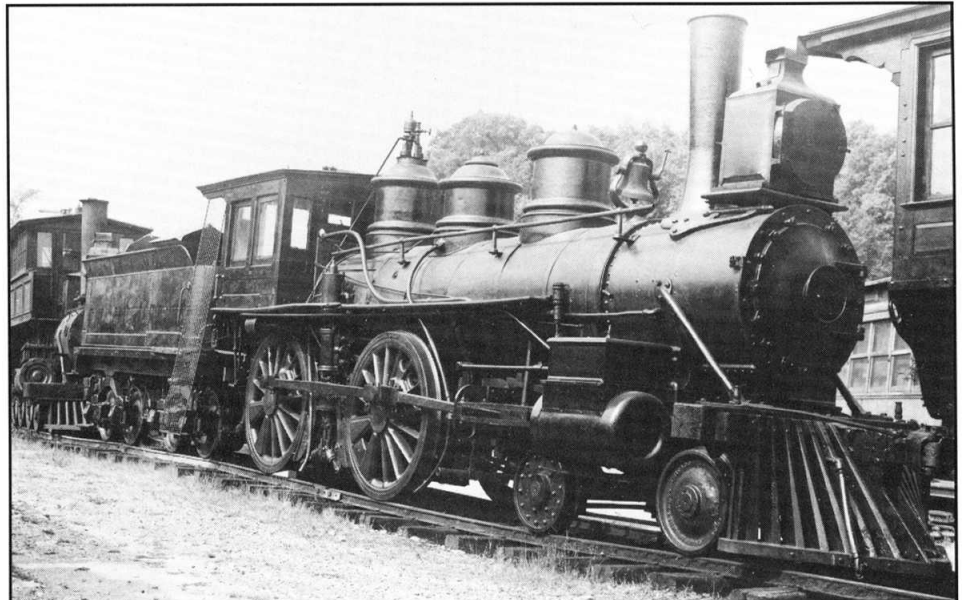
He commended MTM for knowing its limits and staying within them. For example, we don't pretend to be something other than a regional collection, and a decision has been made not to attempt professional quality archiving.

Finally, he complemented MTM for being a living history museum. We provide an interactive experience to our visitors. The vehicle doesn't sit quiet, inert and out of context in some building. Visitors can experience it with all their senses in an appropriate setting.

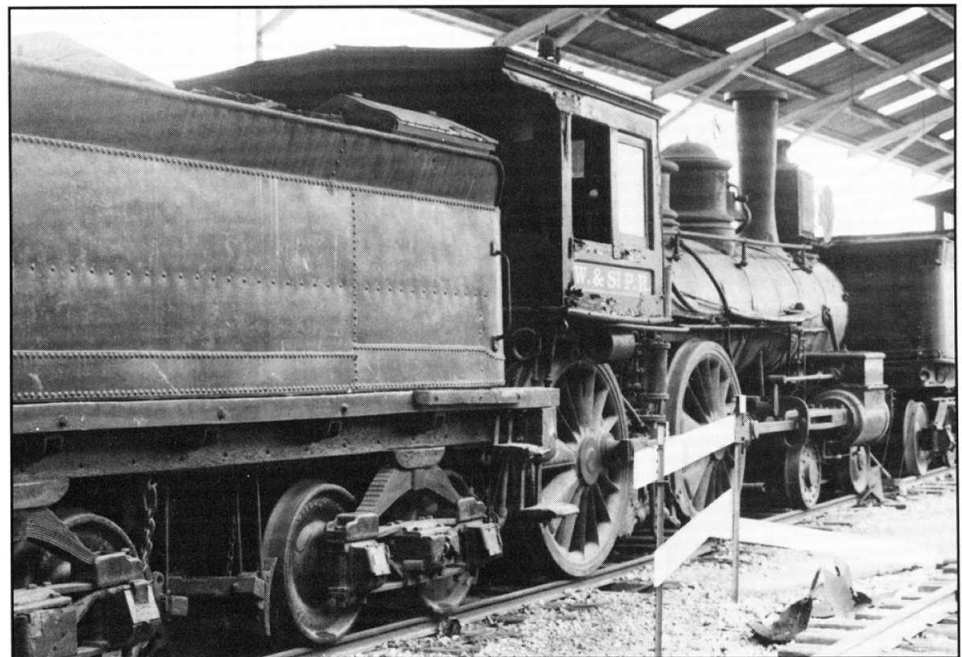
Glines feels that this is the direction mainstream museums are headed and we have something to teach them. While there are limits to

what you can do without degrading or destroying an artifact, much industrial era technology lends itself to active exhibit and this should be encouraged. And there's a big plus. Those who operate something must learn how its works, and how to maintain and repair it. By necessity, this keeps alive historic skills that would otherwise disappear. Put enough of these skills together in context and you find yourself breathing new life into an otherwise defunct subculture.

Have you ever heard MTM crew members complain about the operating tendencies of some piece of historic equipment, especially compared to another piece? That's when I know we are successful. It takes a certain amount of experience by the volunteers to even have such a conversation. That's when I know the culture has been preserved along with the machine.



The only remaining Winona & St. Peter engine is this 4-4-0 at the National Museum of Transport in St. Louis. Built by Baldwin in 1873, it became part of the Purdue University collection and was subsequently donated to the museum in 1951. The top view shows it in good shape as it was received. The subsequent years have not been kind. In 1994 (below) it was severely deteriorated, protected only by a roof, but no walls. Top: MTM collection. Bottom: Bill Graham photo.



Let's get ready for the ARM Convention

As most of you know, we will host the 35th Annual Convention of the Association of Railway Museums (ARM) September 20th - 24th. It will be the first national convention we have hosted since the Tourist Railway Association in 1983. As such, the eyes of our peers will be upon us. We expect more than 125 attendees from 25 to 30 museums in the United States and Canada. It is important, between now and then, that we focus our efforts on putting our best foot forward.

Expectations are high. To quote the Radial Report, the newsletter of last year's hosts, the Ontario Electric Railway Historical Association, this year's event in the Twin Cities "looks to be a fantastic convention." And we have tough acts to follow. As you've read in the Minnegazette for the past four years, these conventions have all been well planned and executed. Our work is cut out for us.

We have much to show off. A world-class streetcar line. A railroad that grows and improves every year. The Minnehaha Depot, which soldiers on with minimal resources and little attention. The almost complete steamboat Minnehaha and its connecting streetcar line. A roundhouse that one day could rank among the nation's finest railway museums. But there's much to do before September 20th. Paint needs to be applied. Floors and windows need to be washed. Grounds must be tidied. We must all work together to make sure the justifiably high expectations for this convention are not only met but are exceeded. Given what we have accomplished over the years, doing what needs to be done should be no problem.

This leads to another quote from the Radial Report: "It was amazing how so many people pitched in to make the convention a success. There has seldom been such a concentration of people cleaning, painting, tidying up seen at the museum." Please join in and help us. Stop by the carbarn, Jackson Street, Osceola Depot, Minnehaha Depot, or the boat building and lend a hand. Or help with the convention itself. If you need more information, please call the Member Information Line at 228-9412. If you want to help with the convention itself, call **Louis Hoffman** at 729-0287 or **Marcia Diers** at 929-5699.

Once you do, I think you'll realize how rewarding it is to volunteer for the Museum. And you'll keep coming back. To quote the Radial Report one last time: "It would be wonderful if this tremendous team effort and enthusiasm [in preparing for the convention] could carry on, for it would make short work of the many projects underway at the museum." Your Museum needs your help. Please come and join us.

Remember, we're all volunteers...

Every now and then, members have to contact "the Museum" with a problem or question. Please remember that, with the exception of the Jackson Street building manager, everyone who brings the Museum's services to you is a volunteer. You will call them either at their home or office. If you call at home, please call at reasonable hours and remember that spouses and children are not volunteers. If you call at work, please remember that employers don't pay Museum members to do MTM business at work. If your written correspondence isn't answered right away, the volunteer who's answering it might be working or spending time with his family. If a mistake is made, please remember that we're all volunteers.

BOARD OF TRUSTEES

December 1994

The Board did not meet.

January 1995

-Approved the insurance package for 1995.

-Elected officers for 1995: Chairman **John Diers**, Vice Chairman **Dick Fish**, Secretary **Mike Miller**, Treasurer **Aaron Isaacs**.

-Approved the Chairman's nominees for unelected voting Trustees: **Leo Meloche**, **Art Pew**, **John Walker**, **Tom Kolar**.

-Approved the Chairman's nominees for unelected non-voting Trustees: **Louis Hoffman**, **Byron Olsen**, **Bob Torkelson**, **Ross Hammond**.

February 1995

The Board did not meet.

March 1995

-Approved the OSV operating agreement.

-Designated the Excelsior trolley to be a part of the Steamboat Division.

TRACTION DIVISION REPORT

-Louis Hoffman

'50s bus schedules donated

Jim Erickson of the Lake Harriet Community Church recently came across a number of TCRT bus-era publications, which he has graciously donated to the Museum. They are a map of the Minneapolis and Suburban Bus System and a map of the St. Paul and Suburban Bus System, both dated December 1, 1956, what appears to be a placemat describing TCRT's five sightseeing bus routes, and timetable No. 1 of the Como-Xerxes-France bus route dated June 19, 1954 -- the bus schedule that replaced the Como-Harriet line, which shut down the day before. Both maps, interestingly, tout TCRT's express bus service, noting that it "is one of the many special services made possible by bus operations." Still and all, despite the wonders of the bus, wouldn't we prefer those slow, old streetcars?

CHSL in literature

As I was perusing one of my Christmas presents, the book "Pioneers of Electric Railroading", what to my wondering eye did appear on page 210, but our own Duluth Street Railway #78 and **Walt Strobel**. #78 is also mentioned in the text on page 202, in a section on pre-1895 streetcars. It's a fine book for your traction library.

Collections policy being revised

Last year, the Board of Trustees adopted a resolution requiring each division of the Museum to adopt a collections policy. Collections policies are one of the basics of good museum management. The Traction Division is considering and will soon send to the Board part A of its policy. Part A deals with the big stuff -- trolleys and buses. Part B will be the hard part, cataloging and deciding what to do with the mountains of artifacts and paper we have collected.

The Traction Division's permanent collection of rolling stock includes the three streetcars currently in service, TCRT #1300 and DSR #78 and #265, and TCRT PCC #322, undergoing restoration at the MCTO Overhaul



#1300 coasts around the archery range curve on a bright afternoon last October. Aaron Isaacs photo.

Base in St. Paul. These four streetcars span the full range of electric railway service in Minnesota, from 1893 to 1954, from single-truck #78 to PCC #322, from the type of streetcar which opened the era to one of the very cars which closed it.

One piece is not accessioned (considered part of the permanent collection) and may be disposed of. The second PCC, #416, is currently stored outdoors at Jackson Street. It is a duplicate of No. 322 and has not been accessioned for that reason. It may be sold or retained for parts.

Mesaba Electric Railway #10 is currently stored indoors at the Arsenal. Its status in the Collections Policy is uncertain. While Mesaba #10 is an important piece, the only extant Minnesota interurban, our focus has always been streetcars. In addition, it may be too large to fit in the carbarn. Since we may not be able to even bring it to the exhibit site, it is not currently accessioned. Anyone

with thoughts about the future of #10 should contact Traction Division management.

In the motor bus area, four vehicles are proposed to be accessioned. These are TCRT/MTC # 103, the GM "Fishbowl," TCRT # 630, the Mack, and TCRT/MTC # 1399, the 1954 GM, all stored at MCTO's Nicollet Garage, and MTC # 1488, the AM General, stored at Jackson Street. To one extent or another, these four buses are operable. This gives the Motor Bus Department a collection of Twin Cities buses spanning six decades of service, from the 1940s to the 1990s. Not accessioned are the unidentified Yellow coach and TCRT/MTC #1303, which is identical to #1399. These buses are both stored unserviceable at Jackson Street. #1303 is a duplicate whose condition is unknown. The Yellow coach's origin is unknown and may not be an authentic Minnesota vehicle, although the same or similar model ran in Faribault.

Anyone who would like a copy of the

Traction Division Collections Policy when completed or who would like input into its finalization should write to: Traction Division Collections Policy, Minnesota Transportation Museum, P. O. Box 17240, Nokomis Station, Minneapolis, MN 55417-0240. Please include a stamped, self-addressed envelope. Anyone who has experience cataloging and wants to help with Part B of the collections policy, or wants to learn, should contact **Louis Hoffman** at 729-0287.

Long-range plan updated

Traction Division management is updating the Division's Long Range Plan, last revised two years ago. Very few changes have been proposed. More detailed plans have been drawn regarding use of the federal ISTEAF funds. Plans have been included regarding track improvements, the management of our motor bus fleet, and the disposition of non-accessioned streetcars and motor buses. Plans have been made in a number of areas not included in past plans, such as adoption and improvement of policies and procedures, and additions to the line of quality souvenir items sold in the Linden Hills Depot. One major change is the deletion of reference to a fifth streetcar. Under present plans, PCC No. 322 will be the last restoration.

Anyone who would like a copy of the Traction Division Long Range Plan when completed or who would like input into its finalization should write to: Traction Division Long Range Plan, Minnesota Transportation Museum, P.O. Box 17240, Nokomis Station, Minneapolis, MN 55417-0240. Please include a stamped, self-addressed envelope.

Traction Division organization for '95

The Traction Division's Organizational Chart looks much the same in 1995 as it has for the last few years. Anyone with management skills, or who wants to develop them, is more than welcome to join the team. At first glance the list of jobs may seem overly large for a one-mile streetcar line. I intentionally have split up the work into smaller pieces to make the jobs manageable and to involve as many volunteers as possible. Some members give a great deal of their time, which is why their names appear in more than

one place. One benefit of volunteering is that we give ourselves wonderful important sounding titles.

General Superintendent,
Louis Hoffman
Budget Advisor, **Neil Howes**
Curator, **Mike Buck**
Historian, **Russell Olson**
Official Photographers, **Mike Buck,**
Aaron Isaacs, John Prestholdt

Engineering Department
Chief Engineering Officer,
Bill Graham
Buildings Supt., **Roy Harvey**
Gardens Supt., **Karl Jones**
Grounds Supt., **Roy Harvey,**
Power Distribution Acting Supt.,
Bill Graham
Power Supply Supt.,
George Isaacs
Track Supt., **Bill Graham**

Mechanical Department
Chief Mechanical Officer,
Mike Miller
Foremen, **Bill Graham, George**
Isaacs, Karl Jones, Mike Miller, John
Prestholdt, Walt Strobel
Car Cleaning Supt., **Hilmar Wagner**

Motor Bus Department
Supt, **Al Jensen**
Maintenance Assistant Supt.,
Joel Gensler
Transportation Assistant Supt.,
Fred Beamish

Passenger Services Department
General Passenger Agent,
Michael Sciortino
Chief Cashier, **John Prestholdt**
Purchasing Agent, **Michael Sciortino**
Publicity Agent, **Michael Sciortino**
Storekeeper, **Dewey Hassig**

Safety and Training Department
Supt., **Karl Jones**
Assistant Supt., **John Kennedy**
Inspectors, **Karl Jones, John**
Kennedy, Mike Buck

Transportation Department
Supt., **Al Jensen**
Assistant Supt. and Chief Crew
Caller, **John Kennedy**
Assistant Crew Caller-Operators,
Debbie Beers
Assistant Crew Caller-Foremen and
Station Agents, **Larry Ludford**
Charter Agent, **Wanda Sims**
Yardmaster, **Mike Miller**

Engineering Department

The track work mentioned in the last Minnegazette should be underway by the time you read these words, weather permitting. By the beginning of the operating season, the worst of our deteriorated ties, those under rail joints and where there are three or more in a row, will be replaced. The remainder are slated for replacement this Fall or next Spring, as funds and weather permit. As funds and volunteers are available, the leads to the car barn and the siding will be rebuilt, guard rail will be installed at key locations, and joints will be welded. About enough work to take the rest of the century — a good goal for completion.

Mechanical Department

The three major projects at the car barn are #265's air compressor, #1300's roof replacement, and ongoing work on parts for PCC #322. #265 and #1300 will both be ready for the start of operations on Sunday, May 7th.

The reorganization referred to in the last Minnegazette is complete and we're ironing out the details. Work parties are being held every Wednesday evening 6:30-9:00 and every Saturday morning 8:30-12:00. Crews are now scheduled in advance, but there's always room for another pair of hands. So feel free to stop down at the car barn. Thanks to everyone who has volunteered to make this reorganization a success.

A total of 31 persons contributed 1,132 hours into Mechanical Department activities at the Linden Hills Car barn and Shops in 1994. These figures do not include work on the PCC at the MCTO Overhaul Base. As usual, **Roy Harvey** led the list with 447.25 hours, just under forty percent of the total. Roy's hours also include Engineering Department work. Thanks, Roy, for all of your work. Leading the list after Roy are **Karl Jones, 170.25, George Isaacs, 141.5, Bill Graham, 105.75, John Prestholdt, 70, Russ Olson, 40.25, Mike Miller, 32.25, and Walt Strobel, 23.25.** These eight individuals contributed a combined total of 1,030.5 hours, or all but 101.5 hours of the total. Please consider stopping at the car barn on a Wednesday night or a Saturday morning. As you can see, we can use a few more sets of hands.

Thanks to Chief Cashier **John Prestholdt** for the statistics.

Motor Bus Department

A contingent consisting of General Superintendent **Louis Hoffman** and Motor Bus Superintendent **Al Jensen** met with MCTO officials, including Director of Maintenance **Steve Morris, Bill Porter, and Don Colberg** to discuss the future of the Museum's motor bus fleet. No information is available as this issue went to press.



The setting sun brightens #78's flank at the Lake Calhoun station. John Prestholdt photo.

I expect that more details will be available in the next issue.

Passenger Services Department

The Minnehaha Depot's annual open house will be held on Monday, May 22nd from 6:15 to 9:00 p.m. As usual, beverages and snacks will be served. If it's cool, the stove will be lit, and if one or more is running, there will be free rides on the Museum's buses. Please stop by with your friends and family. And please remember that the Minnehaha Depot always needs more volunteers. With the many improvements to Minnehaha Park, we expect more visitors than ever. Please call **Corbin Kidder** at 227-5171 if you can help.

Safety and Training Department

Training for operators will begin on April 20 with the mandatory orientation class. The review and examination session will be held on April 25, followed by individualized, non-revenue and revenue training. As this issue went to press, nine new persons have signed up for operator training.

Transportation Department

The 1995 season will begin on Sunday, May 7th, two weeks earlier than usual. In an effort to take advantage of warm May weather and the hordes of people who swarm down to the lake after a winter

behind closed doors, streetcar operations will be Sundays only in May on an experimental basis. For the last few years, operations began the weekend before Memorial Day weekend in conjunction with the Linden Hills Fair. Full weekend service will continue this weekend.

Another change in the schedule is an earlier start on Saturdays, at 12:30 p.m. instead of 1:00 p.m. The 1:00 p.m. start was instituted several years ago replacing the longstanding 3:30 p.m. start. With more and more track work being done professionally, less time needs to be reserved on Saturdays for track work. The change will also standardize weekend start times.

October is traditionally a slow month. In recognition of this, and to give operators a break after a long season, Saturday operations in October will cease. We hope that total weekend ridership will remain about the same, with loyal riders coming out on Sunday.

Here's the schedule for 1995:

Weekdays (Memorial Day weekend through Labor Day) 6:30 p.m. to dusk
Saturdays, Sundays, and holidays (Linden Hills weekend, Memorial Day, and September) 12:30 p.m. to dusk
Sundays (May) 12:30 p.m. to dusk
Sundays (October) 12:30 to 5:00 p.m.

The fare remains \$1.00; children under age five and members (on a space-available basis) ride for free. Chartered streetcars are available on Tuesdays, Thursdays, and Fridays for

\$40.00 per one-half hour. Please call **Wanda Sims** at 291-7588 for charter information and reservations. There are reduced rates for Sponsoring and Sustaining members and for Traction Division volunteers.

PCC Update

-George Isaacs

When you read this issue of the Minnegazette, the grunt work of disassembling, cleaning, grinding, needlescoring and priming metal will be completed. We are now in the stage where we are assembling the stepwells, replacing latches for the control compartment covers and securing the trim pieces to the door openings. All the open areas on the body sides have had sheet metal welded in place.

We expect to evaluate the existing wiring and start selected rewiring in the latter part of April. A group of members interested in the control system and rewiring met in March to plan the work program. Members include **Alan Anderson, John DeWitt, Brian Hayes, Michael J. Miller** and **Jim Meucke**.

On January 14th, **Garvin Snell** of WCCO-TV Channel 4 came to the Overhaul Base to do a story on the PCC restoration. He interviewed me and **Louis Hoffman**. The story also featured footage of **John DeWitt** and **Brian Hayes** hard at work. After more than two hours of videotaping, we ended up with just over two minutes that were featured on both the 6 and 10 PM news. The 10 PM footage will be incorporated into a video we are making of the restoration.

I am still looking for a volunteer sheet metal worker experienced in fabricating and repairing items of 16 gauge and lighter either at the Linden Hills shop or at home. Please give **George Isaacs** a call at 484-7512.

The biggest upcoming projects at the Overhaul Base are sandblasting and painting the body. Together, this will cost nearly \$10,000 or more. ISTEAF funds may or may not be available when we need them for these two projects. Donations to the PCC Fund would be welcome to help pay for them. Can you help? Please send donations to: PCC Fund, Minnesota Transportation Museum, 4707 Lyndale Avenue North, Minneapolis, Minnesota 55430.



PCC progress: note the re-formed front dasher, new front step well and new front under frame member. John DeWitt photo.

More Volunteer Statistics

As promised in the last Minnegazette, here are more details from the 1994 Transportation Department personnel statistics. The total number of hours volunteered was 1,922. Of this amount, 1,519.5 was in regular service, 62 in charter service, 20 in revenue training, and 340.5 in the Linden Hills Depot.

Those working aboard the cars for more than 35 hours in scheduled operations were: **Earl Anderson**, 59.5, **Mike Buck**, 40.5, **John Kennedy**, 40.5, **Lyndon Benson**, 37.5, **Louis Hoffman**, 37, **Kathy Prestholdt**, 36, **Brian Krynski**, 36, and **John Prestholdt**, 35. Those working more than 10 hours in charter operations were: **Bob Schumacher**, 14, and **Roy Harvey**, 13. Those working more than 15 hours in the Linden Hills Depot were: **Bettye Anderson**, 36, **Charles Barthold**, 26.5, **Ray Norton**, 19, and **Michael Sciortino**, 18. Those contributing more than 40 hours to Transportation Department activities in all three categories were: **Earl Anderson**, 76.5, **Mike Buck**, 46, **Michael Sciortino**, 44.5, **Lyndon Benson**, 42.5, **John Kennedy**, 41.5, **John Prestholdt**, 41, **Louis Hoffman**, 41, **Jeanne Inselman**, 40.5, and **Larry Ludford**, 40.

Thanks again to Chief Cashier **John Prestholdt** for compiling these statistics.

New Crew Callers

Debbie Beers and **Larry Ludford** have volunteered to serve as crew callers for the 1995 season. Their generosity means that paid crew callers will not have to be hired, saving the Traction Division several thousand dollars. They will work under the general supervision of Assistant Superintendent and Chief Crew Caller **John Kennedy**, who holds the longevity record for crew callers and who has earned a well deserved rest. Superintendent **Al Jensen** will continue to produce and distribute the schedule. Thanks to Al and John for a job well done and to Debbie and Larry for stepping in.

RAILROAD DIVISION REPORT

Equipment maintenance and repairs

Turnout at Jackson Street work sessions has been good during January and February. 30 individual volunteers have showed up, even though railroad code classes and tests were held on four of the Saturdays. New volunteers include **Dewey Thorbeck**, **Anne Lapine**, **Sharon Hanson** and **Tom LeYoung**.

Here's the rundown for each piece of equipment:

Diesel #105 is receiving new air brake valves, new fan belts, and repairs to the engineer's side front sander. Two wheel sets need replacement.

Diesel #102 has a broken leaf spring on the front truck.

Steamer #328 needs an extension on its five-year FRA flues. A state boiler inspector volunteered to do the inspection to get the waiver. Consultant **Scott Lindsay** from the Norfolk Southern steam program was brought to town to thoroughly inspect #328 and give a written assessment of future repairs, especially running gear. He found some FRA defects in the spring rigging, which will be fixed before the next operation. There has been running gear wear that eventually will require major work, though not for a couple of years.

Lackawanna coach #2232: The toilet is being installed and the toilet door latch made operational. One truck had a

cocked bolster spring. The coil springs were removed and sent to the original manufacturer as a pattern for new springs. **Dan Fortin** is rebuilding the clerestory windows, replacing bad wood and seals and stripping the paint from the decorative glass.

GN coach #1213: A brake lever on one truck broke off and is being repaired. A battery charger and tank heater with timer are being added to the generator to make starting easier. The exterior will be sandblasted and painted. Some of the fogged windows will be replaced with FRA approved glazing. The target is to return #1213 to Osceola by July 4th.

NP combine-RPO #1102: The generator has been removed and is being rebuilt. It was badly carboned up, but otherwise is in reasonable shape. The injectors are being rebuilt. The exhaust is being moved. It was near the air intake, which dirtied the filters prematurely. With a working generator, #1102 can supply power to other cars. A shortage of working generators has prevented running air conditioners on a number of occasions. **Dick Fish** is looking for a carpenter to rebuild some rotted windows and doors.

GN baggage #265: The goal is to finish it this summer after coach #1213 is done.

GN business car #A-11 is going to receive considerable work, but by whom is unclear. It was going to go to the Escanaba & Lake Superior for



#328 returns to Jackson Street after a successful September at Osceola. It is flanked by inactive diesel #101 and coach #1096. Benn Coifman photo.



Although MTM sold the Stillwater & St. Paul RR last year, our Soo Line boxcar/toolcar remained at Countryside. A bad wheel and a washout on the C&NW south of Stillwater prevented moving it by rail, so it was trucked out. The two ex-NP, ex-Andersen Window truss rod flatcars were sold with the railroad. Looking rather like a Roadrailer, it arrives at Jackson Street. Benn Coifman photos.



sheet metal work, an exterior sandblasting and repaint paint job and straightening of the bent rear platform. A pre-trip inspection turned up some wheel and truck problems, so first it needs to visit Northtown for wheel truing. In the meantime, the Soo Line has shown some interest in doing the body work. The goal is to put the car in service sometime in June.

Display equipment: After several years of delay, the Westinghouse diesel will be sandblasted and repainted, along with the Russell snowplow.

BN donates radios

Communications Foreman Noel Petit reports that Burlington Northern Railroad has donated the following equipment:

- Six Harmon (WABCO) 4-channel VHF transceivers
- One Antenna Specialists locomotive VHF antenna fire cracker type)
- One cab control head
- One Harmon test meter
- Two telephone handsets

Thanks to **Roger Beiber** of the BN radio shop for arranging the donations. According to Beiber, the BN employees who took the "Thank You Excursion" last year were very impressed with our operation and will be bringing friends and family back to ride the train on regular weekends this year.

Petit is presently looking for a backup for #328's 32 volt DC power supply. From the donated equipment and the present MTM inventory, he expects to have the following additional radios in working order for

the 1995 season:

- One 4-channel radio for diesel #101.
- One 4-channel backup radio for #101 or #102.
- Two 4-channel base stations for use at Osceola or Jackson Street.

Trying for an ISTEA grant.

The Railroad Division has applied for a federal ISTEA enhancement grant to restore four derelict coaches currently stored at the arsenal. They are:

Northern Pacific coach #1370, built in 1915. It represents the transition between wood and steel construction. Though steel, it has arched windows in the style of wooden cars. During its life it ran in every type of service all over Minnesota. The car was displayed for several years next to the Minnehaha Depot and its leaking roof was never fixed. As a result, there is extensive water damage. This is the roughest of the four cars. It was air conditioned by NP, but will be rebuilt as an open window car.

Duluth Missabe & Iron Range #30, built in 1918, is a classic heavyweight day coach. It spent its life in service between Duluth, Two Harbors and the Missabe and Vermillion iron ranges. Several sisters survive at the Lake Superior Museum. #30 was stripped of its furnishings and placed in work train service.

Great Northern parlor car #1084, the "Twin Ports", built in 1920. It was one of two identical cars that for decades provided first class service on the Gopher and Badger trains that shuttled between Minneapolis and Duluth. There was an abortive attempt to rebuild the car in the early 1980's. The paint was stripped and it was primed, but the work ended there.

Chicago Burlington & Quincy lightweight coach #598, built in 1950. It was part of the large pool of cars assigned to the Chicago-Twin Cities-Seattle North Coast Limited. Of the four cars, it is in the best shape, needing some body work and probably a new air conditioner and generator.

The proposal is sponsored by MnDOT's Office of Railroads and Waterways. Due to confusion over the paperwork requirements, it was almost thrown out by the ISTEA evaluation committee. Our thanks to the Minnesota Historical Society's **Jim Peterson**, who sits on the committee.

He persuaded them to give MTM time to set the paperwork right. As a result, the proposal stayed intact. Thanks also to MnDot's **Cecil Selness** for agreeing to be the sponsor at the last moment. It placed sixth in the history category and has been recommended for funding. If it survives the rest of the local approval process, the funds will be available in 1997.

Freight service

MTM operation of Wisconsin Central's carload freight trains on the Dresser Subdivision has settled into a comfortable routine. Every Saturday morning train #5 from Stevens Point drops off the cars at Withrow, along with the engine that worked the Chippewa Falls switcher the previous

Monday through Friday. **Morten Jorgensen** is now pre-scheduling the crews in a rotation that gives everyone a chance to work every 3-6 weeks. The crew can range from two to four members, depending on who is available and whether a student is in training. Sometimes the MTM crew meets train 5 as it pulls into Withrow and helps with the switching.

Inbound loads include fertilizer for Amery and Osceola. Outbound logs are loaded at Dresser. If the train goes to Amery, the round trip usually takes about eight hours including a lunch break. Hopefully track speed from Dresser to Amery will remain 25 mph. Downgrading it to 10 mph will add two hours to the trip.

The crew returns to Withrow around 6 PM and puts the engine and cars in the siding. That's a change from earlier this year, when they both picked up the train and left it on the Dresser mainline just east of Withrow. Train #6 returns the engine and cars to Stevens Point on Sunday.

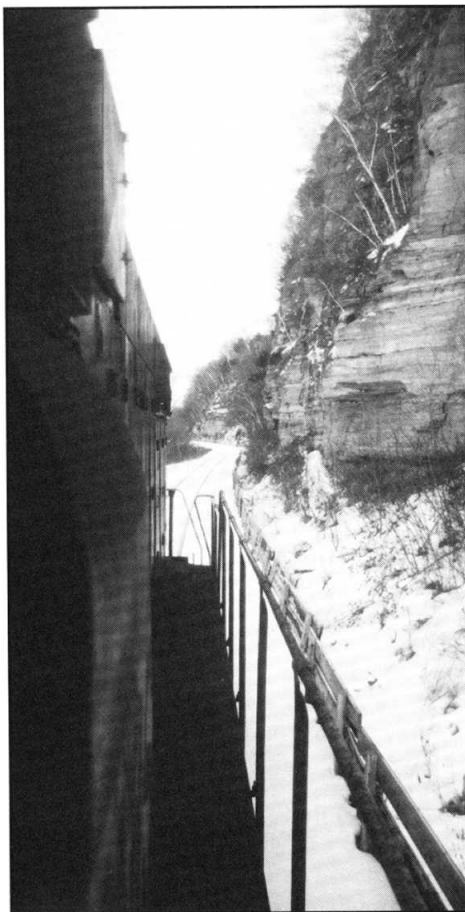
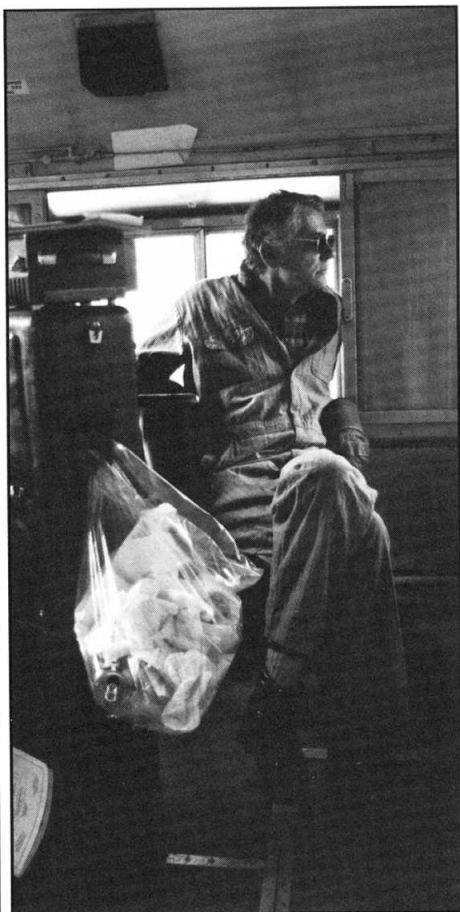
OSCEOLA REPORT

-Marcia Diers

Getting ready for 95 season

The 1995 Marketing Plan and Budget for OSV Passenger Train Operations has been accepted by the OSV Board of Directors. It sets the days, dates and times of the trains, the route, the fares, the capacity and all other operational elements. The 1995 Operating Agreement between the OSV, MTM and the Osceola Historical Society has been also been approved. It calls for the OSV to retain an additional 5% of revenues in order to cover budgeted marketing and printing costs. The split is now MTM 75%, OSV 20% and OHS 5%.

A successful operating season is projected to attract about 28,000 passengers to Ride the Train at Osceola and return over \$170,000 in revenue to be divided among the three non-profit organizations. Marketing strategies to assure this success will include advance reservations for first class service, special youth group fares, additional capacity and trips during the fall color season and the steam engine pulling the train to Dresser on Saturdays and Sundays in September.



A typical winter day on WC train 68 with its MTM crew. Top left: John Stein handles 2000 horses. Top right: Climbing the bluffs on the Wisconsin side. Bottom: Delivering empty log gondolas at Dresser. Benn Coifman photos.





That's all, folks. After the last scheduled 1994 trip on October 30th, the crew poses for the camera. L to R on the engine: Rod Olson, Grace Bjorklund, Pat Kytola, Larry Kytola, Todd Rust, Morten Jorgensen, Marv Mahre and John Oliver. L to R on the ground: Bernie Bjorklund, Steve Stocker, John Diers, Marcia Diers, Santa Diers (official depot dog), Dick Kolter, Mike Matson, John Schillberg and Gary Ostrand. Peter Moskop photo.

Many MTM members, 91 to be exact, have returned their Volunteer Registration forms, indicating their interest in working on the operating or passenger service crews on the OSV this summer and fall. Most are returning volunteers, many for the third and fourth year, but some are new recruits. All volunteers working on the OSV must be MTM members. MTM members are encouraged to experience the satisfaction of putting in a few hours, a day or several days "workin' on the railroad" during the operating season. If you've lost or misplaced your Volunteer Registration, which was included in the last *Minnegazette*, or you've decided you can't make it through the year without getting involved, call me, **Marcia Diers**, 1-612-929-5699. I'll mail you a new one. There was an initial deadline for getting the forms to me by March 1st, but don't worry, if you can give some time this season we'll find a way of getting you started on the passenger services crew and connected to the train operating or maintenance crews.

The returned forms are used to update the railway volunteer data base and mailing list for the directory and "Crew News" mailings. Crew News is the newsletter for MTM members who work on the OSV. It is sent at least

monthly, April through November. This newsletter and crew calling are two of the major communication links for this group. **Morten Jorgensen**, as Train Master, has delegated train crew calling this year to **Fred Soop** and **Jan Edstrom**. **Grace Bjorklund** will again this year coordinate the Car Attendants scheduling and assignments. **Louis Hoffman** and **John Diers** will coordinate the First Class Service. A Ticket Agent Coordinator, yet to be named (or convinced to be named) will make scheduling ticket agents go much more smoothly this year.

MTM and the OSV provide training and orientation for train crew and passenger services. Potential and returning train crew, engineers, brake men, conductors and firemen, have been attending classes provided by MTM's Railroad Division, preparing themselves throughout the winter for the operating season which will begin Thursday, May 25th. During the season, the Railroad Division provides opportunities on scheduled trips for student brakemen, conductors and engineers to practice their craft under qualified crew.

Passenger Services training is less technically demanding than the FRA Code Qualification process mandated for train operating crew, but it's just as necessary for the individual volunteers to keep them current on the operating

policies and procedures. Car attendant training sessions will be held at two locations on two Saturday mornings, May 6th and May 13th from 9 AM to Noon. If you've signed up as a 1995 Car Attendant on the OSV, please plan on attending one of these sessions in the Twin Cities or in Osceola. Car attendants and all other passenger services personnel are encouraged to take the 'code classes' to give breadth to their knowledge and understanding of train operations, even though the classes are not required to be a car attendant.

Training for ticket agents will take place on Saturday, May 20th, 9 to noon at the Osceola Ticket booth. First Class Service training seminars will be held in August. Look for reminders of training and orientation opportunities in the April Crew News.

Operating Plan highlights

The 1995 season begins with charters on Thursday May 25th and regular scheduled service on Saturday May 27th. Scheduled service will run on 23 Saturdays, 23 Sundays and three holidays. If there is demand, charters will operate all 22 Thursdays from May 25th to October 26th, plus the first three Tuesdays in October. Charter trips will normally be Osceola-Marine at 11 AM, 2PM or both. So far, five special trains are planned:

Saturday June 17th: Amery Special

Tuesday July 4th: Fireworks Express
Osceola-Amery

Saturday August 5th: Amery Special

Friday September 22nd: ARM
Convention

Monday September 25th: Roadmaster's
Conference

During every month but September, the schedule to Marine and Dresser will be unchanged from last year—11 and 2 to Marine, 12:45 and 3:45 to Dresser. In September (and October 1st), steam engine #328 will pull all the Dresser trips, leaving Osceola at 11:45, 1:45 and 3:45. On these days the diesel powered Marine trips will leave Osceola at 11, 1 and 3.

Fares

There are a few fare changes for '95. The 5.5% sales tax will be added to, rather than included in the ticket price. The senior discount has been eliminated. Steam train fares to Dresser have been raised to equal

those on the diesel Marine trips. Osceola-Amery fares have been standardized. There are now restrictions on the free ride privilege for non-volunteer MTM members. The charter fare structure has been modified. Here is the complete 1995 tariff, including charter rates:

Same Day Walk Up Fares

Marine round trip:

Adults \$10
Children (5-15 years) \$6
Family (2 adults & 2-5 children) \$30

Dresser diesel round trip

Adults \$7
Children (5-15 years) \$3
Family (2 adults & 2-5 children) \$20

Dresser steam round trip

Adults \$10
Children (5-15 years) \$6
Family (2 adults & 2-5 children) \$30

Amery round trip

Adults \$15
Children (5-15 years) \$10
Family (2 adults & 2-5 children) \$50

Children under 5: free

MTM members who volunteer in any division: free

Non-volunteer MTM members

Individual member: One free ride during the season. Additional rides 50% of regular ticket price.

Family member: Family is spouse and children. One free ride for family group. Additional rides 50% of regular ticket price or family rate.

First class: No member, family or child discount. Marine: \$15
Dresser: \$10

Group reservation rates:
(minimum 15 tickets)

Marine round trip

Adult \$8 Children (5-15 years) \$5

Dresser round trip (school trips only)

Children (5-15 years) \$3

Charter rates

First class car A-11:

\$375 per trip to Marine
\$250 per trip to Dresser

All other coaches:

Car seating capacity times group fare per trip

Diesel powered train: Locomotive plus two passenger cars (180 seats)
\$2000 per day

Steam powered train: Locomotive plus two passenger cars (180 seats)
\$4000 per day

Coach availability and capacity

Ridership starts fairly low and grows as the season progresses, peaking with sellout crowds during fall colors. This makes it possible to hold some equipment at Jackson Street for repairs after the season starts. Typical train capacities should be 280 in May and June, 340 in July and August, and 450 plus 25 first class during fall colors. Here are the car capacities and when they are expected to be placed in service.

Car	Type	Capacity	In Service
NP 1102	triple		
	combine	20	May
RI 2604	commuter coach	90	May
RI 2608	commuter coach	90	May
DL&W 2232	commuter coach	80	May
GN 1213	streamline coach	60	July
GN 1096	streamline coach	55	Sept.
GN 1097	streamline coach	55	Sept.
GN A-11	first class obs.	25	Sept.

Note: 1096 and 1097 are available for backup capacity starting in May, but normally won't be used.

The OSV Board

This hasn't been covered in the Minnegazette for awhile, so here is the membership of the Osceola & St. Croix Valley Ry. Board of Directors.

John Diers, Chairman, representing MTM.

Art Pew, representing MTM.

Ward Moberg, Secretary/ Treasurer, representing the Osceola Historical Society.

Dale Morrill, representing OHS.

Steve Stocker, depot project manager, representing Osceola.

Sam Morgan, representing the Minnesota communities along the line.

Tom Warth, representing the Minnesota communities along the line.

Bob Clark, representing the Wisconsin communities along the line.

Ivan Bowen, owner of Dresser Trap Rock, representing the Wisconsin communities along the line.

SOME DAYS ARE BETTER THAN OTHERS

-Morten Jorgensen

Last October 16th was the day the railroad taught us a lesson. It was the height of fall colors, which usually means sellout crowds, so all eight available cars were in the consist. The weather, however, was not the best. It was drizzling. There was hardly any wind and the day looked gray and boring.

The leased GP9 locomotive was up and running before 9 AM. With the student engineer at the throttle, we inched down the hill of the industrial park spur and onto the main line. It should probably be mentioned that the student engineer, **Wes Barris**, was going to get his "final exam" on this Sunday.



Half the cars and twice the power—that's what it took to run the 2 PM Marine trip on October 16th after the 10 AM trip stalled on wet rail. Morten Jorgensen photo.

Switching at Osceola was easy. We departed with the first Marine trip a few minutes past 11:00 AM. Downhill to the river is no problem when you know what to do—and Wes did. We were gliding across the St. Croix River bridge at about 10 mph at 11:18, right on schedule.

Wes notched the big V16 engine up to begin the climb on the Minnesota side. It began to roar and sent blue exhaust billowing over the passenger coaches, yet we didn't seem to accelerate at all. I got up from the fireman's seat to check the speedometer. It showed 22 mph. But it sure didn't feel like that speed. In fact, it felt more like 7-8 mph. The engine began rocking back and forth in a very slow and uncomfortable rhythm. The wheel slip and sanding light finally came on and alerted us to the problem. Notch down the throttle or lose it. But even that didn't help. In notch two, the rear truck made a howling noise and sent a haze of "burnt" sand and steam from the overheated wheel sets. Needless to say, we stopped.

Checking the trucks, brakes, wheels and electrical equipment didn't show any reason for the wheel slip. "Could it be wet rails? Naaw!" We have only eight cars and 1750 horses. We should be fine"...our exchange went.

Another attempt. More rail burns. Same result. I took over the throttle, thinking my student was being too rough with the "power pin". But this locomotive was not going to pull up that hill, student or no student.

Conductor **John Oliver** had a suggestion. "Let's make a run for it." We tried it and to our surprise we only made it another 300 yards up the hill. Even with a 1.5 mile run, passing the bridge at 25 mph didn't get us much further.

Freight trains often had to double the hill in the old days, but seldom passenger trains. Pride and reputation were at stake. Stalling a passenger train would be too embarrassing, but here we were — stalled, embarrassed and having to double the hill.

All the passengers were ushered to the downhill end of the train and the front end uncoupled. The conductor stayed with the passengers and their stranded cars, while Brakeman Matson and the engine crew carefully eased the locomotive and four coaches up the hill. Despite heavy sanding we

lost footing again and again. Eventually we made the hill and dropped the four coaches at Marine siding.

We had learned our lesson and were not going to try the Minnesota hill with passengers. The rest of the train was pushed back to Osceola. The rails on the Wisconsin side were dryer due to more sun and wheel slips were fewer. A few disgruntled passengers had their tickets refunded, but most enjoyed the trip. A lesson in real railroading.

In the meantime, Stationmaster **Art Nettis** had fired up diesel #105 and we doubleheaded the 2 PM Marine trip. Now very careful of curves and wet grades, we made the hill. The rest of the day went fairly smooth.

At Dresser we met a CP Rail rock train and the crew looked at us with superiority. They were after all the "pros" and we were, in their opinion late for the meet. The railroad is not as forgiving as we would like to think, so treat it with respect and don't take things for granted.

Oh by the way, **Wes Barris** was promoted and is now the engineer who has used the most sand. The Sandman might be a good name for him.

EXCELSIOR REPORT

-Bill Graham

Next Lafayette Club Party on May 13th.

The third Lafayette Club fund-raising party will be held Saturday May 13th at 5:30 PM. Tickets are \$35, which includes dinner, entertainment and a good time. Music will be provided by the Golden Strings. As usual, there will be both a silent auction and live auction to raise money for the Minnehaha, a period costume contest, door prizes, a raffle and a display of antique cars and boats. If you haven't attended one of these parties, you're missing a great evening.

The party planning crew includes **Jim Ogland, Elizabeth Zastrow, John Love, Doug Hultgren, Mickey Smith, Leo Meloche, Harold Hanson, Barney Barton, Gordon Pederson, Jackie Robertson, Laverna Leipold, Lori Hammond, Ned Phelps, Ev Miller, Bob Torkelson, Maxine Dickson and Don Cox.**

Cabin fever

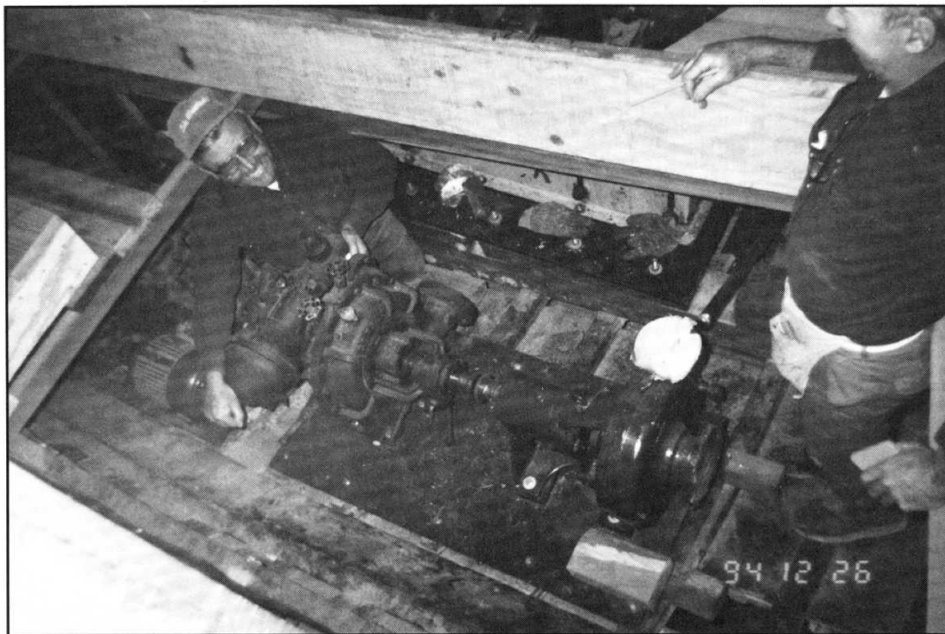
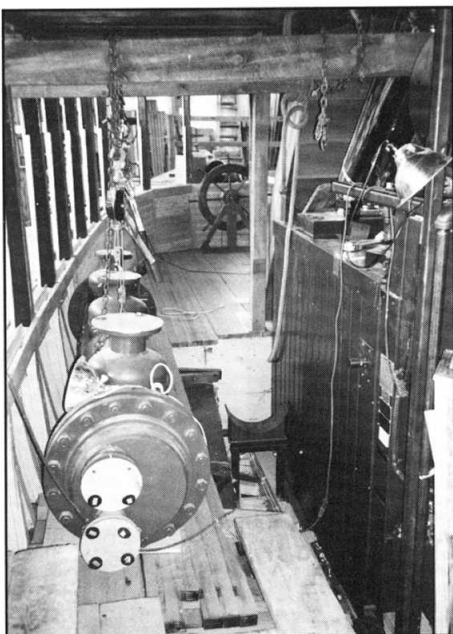
Bob Dumas finished installing the wainscoting that extends from the floor to the windowsill throughout the boat. It consists of an oak railing on which the window sills will rest, with tongue and groove fir stripping below. Bob made decorative horizontal grooves along each fir strip that exactly duplicate the boat's original wainscoting, the same detail seen in car #1300.

Bob also installed the large cove molding above the windows which covers the end of the roof framing as well as the electrical runs for the cabin lights and public address system. Cut from hard maple, the molding is jointed at every second window by a block on which a lighting fixture will be mounted. The molding closely resembles what can be seen in a photo of the express boat interior. Bob has framed in the lavatory at the rear of the cabin in fir wainscoting. It will have a sliding door for privacy.

Cliff Brandhorst has framed and cut the decking sections for the cabin floor. These are 2 x 12 fir planks fabricated from pickle vat lumber. The decking over the forward compartment will be fastened down and finished so that seating can be installed this spring. The decking over the mid-ship and aft compartments is being laid in loosely so it can be removed if necessary during the Minnehaha's "sea trials" later this summer.

Steve Scheftel has finished reinforcing the forward towing post by which the 35-ton boat can be towed to shore in case of a breakdown. The large hardwood H-frame protrudes above the foredeck just behind the bow and is anchored to the keel and ribs with extensive reinforcing. Boat owners know about the round eye hook on the leading edge of the bow which they use to haul their boats up onto their boat trailers. Minnehaha will have such a hook for the same purpose.

Despite many calculations, nobody knows exactly at what level the Minnehaha finally will float. Around seven tons of ballast will be needed to level the boat after it is in the lake and has sopped up about ten tons of water into the pores of its hull planks. The questions arise whether to ballast the hull before or after the boat is launched, whether it will float free



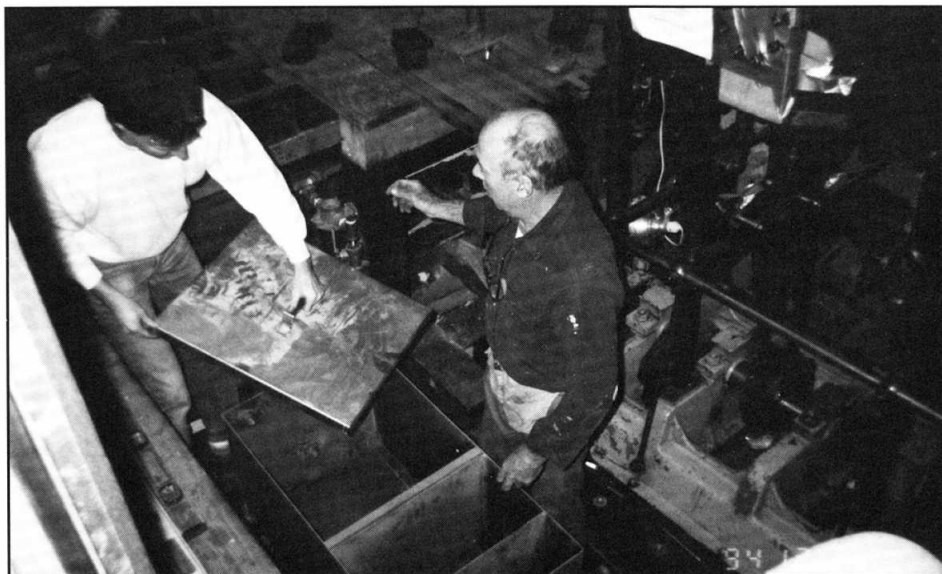
The steam crew in action. Top left: The condensor ready to be lowered onto its cradle in the engine pit. Top right: Don Cox and Peter Weir install the steam turbine (L) and sea water pump (R) below deck on the port side of the engine. Below: Weir and Neal Hunninger finish the oil separator tank placement on the starboard side of the engine. Leo Meloche and Jim Ogland photos.

from its trailer and whether the trailer will support the extra weight at the end of the season. Water in the boiler, water in the potable tanks and fuel will add another five tons or so. Sections of rail may be used for ballast, or perhaps more compact lead ingots may be cast. The total ballasted in service weight will be about 55 tons. **Charles Thompson**, a naval draftsman, and **Bob Nelson** are doing a weight analysis to determine how the boat will float and how much ballast to add before launch.

What color was a streetcar boat?

None of TCRT's paint specifications for the Minnehaha are known to exist. Since she was born in the Nicollet Shops, brought to life by the same carpenters and painters who built the streetcar fleet, we assume that she carried standard company colors and finishes. While researching the colors for car 265 some years ago, MTM concluded that the car probably carried the original paint scheme used from 1899 until the rebuilding program of the 1920's. This scheme should be applied to the Minnehaha, but exactly how it fits an express boat is not so clear.

We know that the hull and cabin will be done in streetcar yellow, that the cabin roof and outside window sash will be oxide red, that outside striping



detail will be olive green, and that the cabin woodwork will be red mahogany. The silver pinstripe below the sponson (rub rail) probably done in white gold leaf on the original hull, will be applied as it appears in some old photographs. The name MINNEHAHA will be painted on the bow in dark red with a peach color shadow and mandatory period punctuation after the last letter. Some early photos also show the boat name painted on the stern, omitted in later repainting.

Some details are pure guesswork, however. For example, did TCRT varnish the cabin floor to match the woodwork, or did they paint it oxide

red for low maintenance? Were the seat pedestals painted oxide red as they were in car 265, or some other color? Some of the water color postcards issued by the company show the second deck railings painted oxide red, while others show them in moss green. The postcard artists clearly got conflicting instructions from the company's PR man. There was no way to determine whether the forward and aft decks outside the cabin were painted red or green and whether they were surfaced with wood or canvas. Staring long at black and white photos gives no clue.

MINNEHAHA DONORS LIST

December 19, 1994 Thru March 4, 1995

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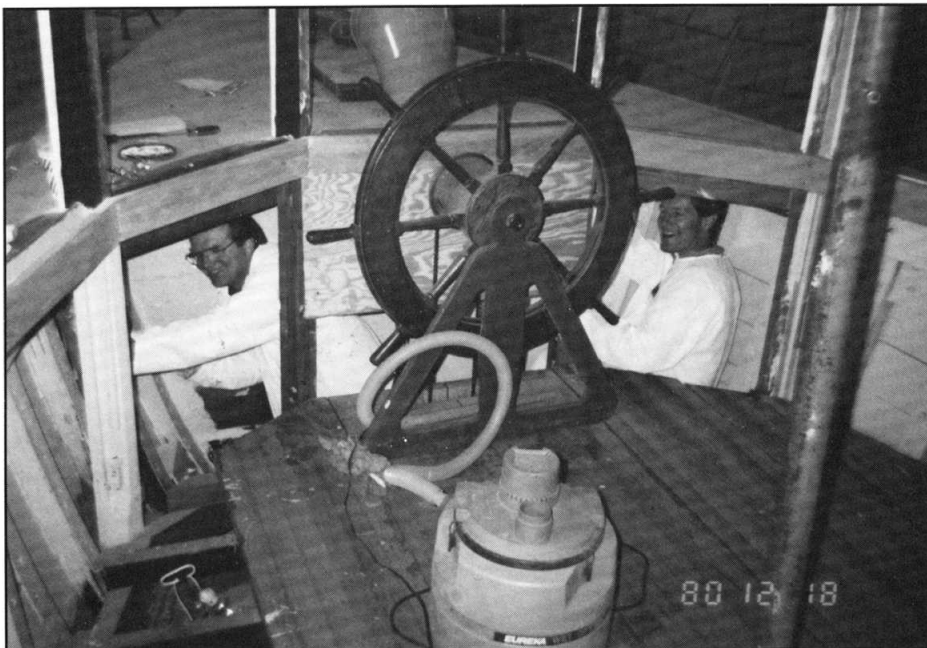
To shed some light on these questions, **Cliff Wheeler** and a group of sports divers visited the hulls of the Hopkins and Como during their annual March ice dive. The Hopkins, which survived until the 1940's, was the only one sunk with its cabin intact. The divers brought up a fragment of deck canvas which revealed that it was painted oxide red. They also took measurements of a section of sponson so our carpenters can fashion precise replicas.

The last issue reported that window pull tabs and window pocket cap hinges were in short supply. Happily, a supply was found by removing them from the other Steamboat Division streetcar bodies. Window post facing pieces and window pocket caps are being made by **Bob Dumas**. On March 8th the window frames were returned from Viracon Glass, along with the cut and tempered window glass. Thanks to Viracon President **James L. Martineau** for making this possible.

More on seats

The Minnehaha originally had four forward facing seats on each side ahead of the engine and five per side behind the engine. Side-facing "peanut row" seats extended along-side the engine and boiler. Six of the forward and five of the aft seats are complete. According to **Cliff Brandhorst**, one of the four pairs in front will have to be single seats. This happened for two reasons. First, the new boiler is longer than the original and crowds the seats. Second, the restored boat has one fewer window in the forward half than the original Minnehaha.

There are 13 upper deck benches. About half have been rebuilt. It is unclear if all the benches were the same length. Those along the sides appear to have been seven feet. Those overlooking the bow and stern may have been six feet to accommodate the sharper curve of the cabin there. The benches were mounted on rails that in turn were fixed to the upper deck floor. There is further controversy over whether the benches were varnished or painted green. Perhaps TCRT changed its practice over time, as they did with streetcar floors. For now they will be varnished. The bench hardware is all 100 percent original, but the wood is being replaced.



Top left: Al Lindquist (L) and Glenn Thomas paint the bilge with a light grey marine finish. Top right: Bill Graham and Lori Hammond apply a brown paint to the cabin ceiling. Leo Meloche photos.

The upper deck stairway is in place. Located forward of the boiler and not far behind the pilot, the steep stair features original handrails and hardware.

One minor controversy is where to store the required supply of life vests. In the original Minnehaha they were kept under the peanut row seats and under the ceiling in the raised gangway area. The condenser location next to the boiler has threatened to squeeze out one of the peanut seats, and that would reduce life vest storage. So far the issue is unresolved.

The 1910 TCRT Steamboat Division rulebook details the pilot's bell signals to the engineer. But what kind of bell was used? The obvious thought would be a set of streetcar signal bells as in #1300. However, an interior photo shows a large round gong, like a streetcar motorman's foot gong, mounted on a pole in the engine compartment. There are wires leading back towards the pilot, so it appears to have been rung electrically. Interestingly, the rulebook makes no mention of the engineer using a bell to confirm the signal, and apparently this was typical marine practice.

Odds and ends

Wiring was one of the last projects to begin, but the wiring crew is making substantial progress. All the wiring behind the coving above the windows and all three electrical boxes have been installed. The bow-to-stern underdeck conduit is in. Wiring of the generator and pumps is in progress. The crew includes: **Dave Onan, Bob Woodburn, Jim Ogland, Will Thompson, Bob White, Pete Weir, Neil Heminger and Bill Knapp.**

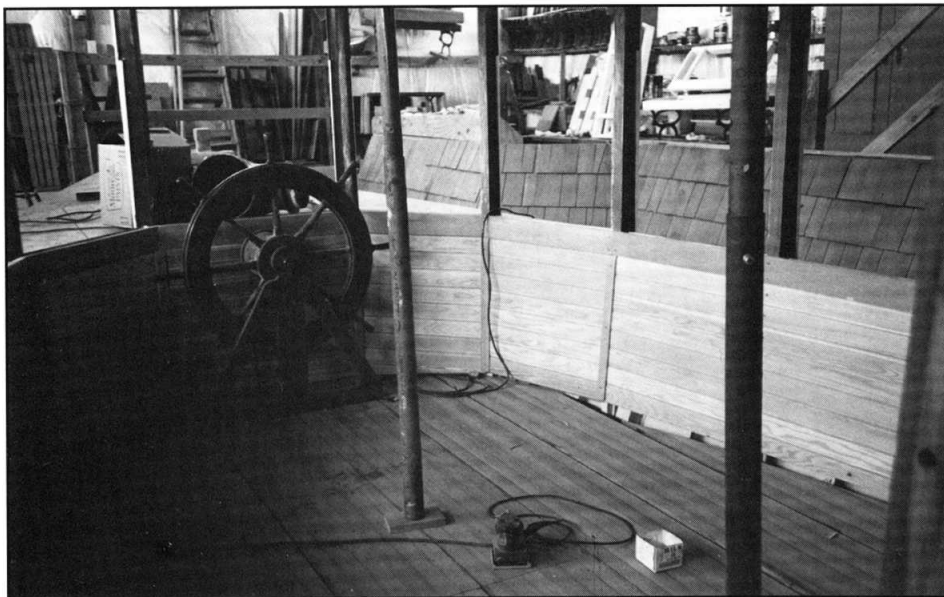
Hull planking is moving much faster than expected. Less than 30 planks remain to be installed.

The steam crew has installed the condenser, oil separator, and feed-water pumps. The piping between them, the engine and the boiler is underway. **Northern States Power** has refurbished the gauges in the steam panel instruments so that they are accurate once more. Thanks to **Bill Berger** for arranging this.

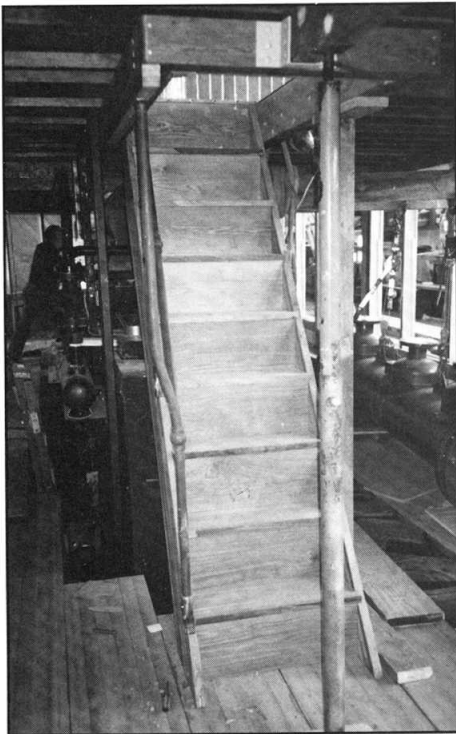
The **Excelsior Coin Gallery** has donated a 5 gallon Red Wing drinking water crock with spigot and stand like the one that used to be in the boat.

The toilet has been installed and plumbed.

On February 22nd the Lake Minnetonka Conservation District Board approved the Excelsior Park Pavilion's application for a multiple-dock license to add a 100-foot pier that would accommodate the Minnehaha and one other charter



Bob Dumas has completed the interior wainscoting. Note the recently laid floorboards. The metal posts are temporary. Jim Ogland photo.



The upper deck stairway, still unpainted. Cliff Brandhorst salvaged and installed the original railings. Jim Ogland photo.

boat. The Board stipulated that MTM be added as a joint applicant. The dock approval is a crucial step toward launching the Minnehaha.

Streetcar trucks arrive

An exhaustive international search has proven that small streetcar trucks and traction motors of city car size are nearly impossible to find and always expensive. Many museums and transit operators were contacted, and several who previously had offered to sell trucks or motors turned us down. We considered the possibility of motorizing a pair of trucks as we did for car #265, and found that it would be at least as expensive as purchasing a pair of complete trucks from an overseas source. The best solution by far was to find a pair of complete trucks that resemble original TCRT equipment and that would not require expensive modifications.

In February, fortunately, a pair of complete trucks were bought from Paul Class of Gales Creek Enterprises, Portland OR, which will fill the bill nicely for car 1239. Their wheel base and wheel diameter are close to TCRT specifications. Each truck carries a

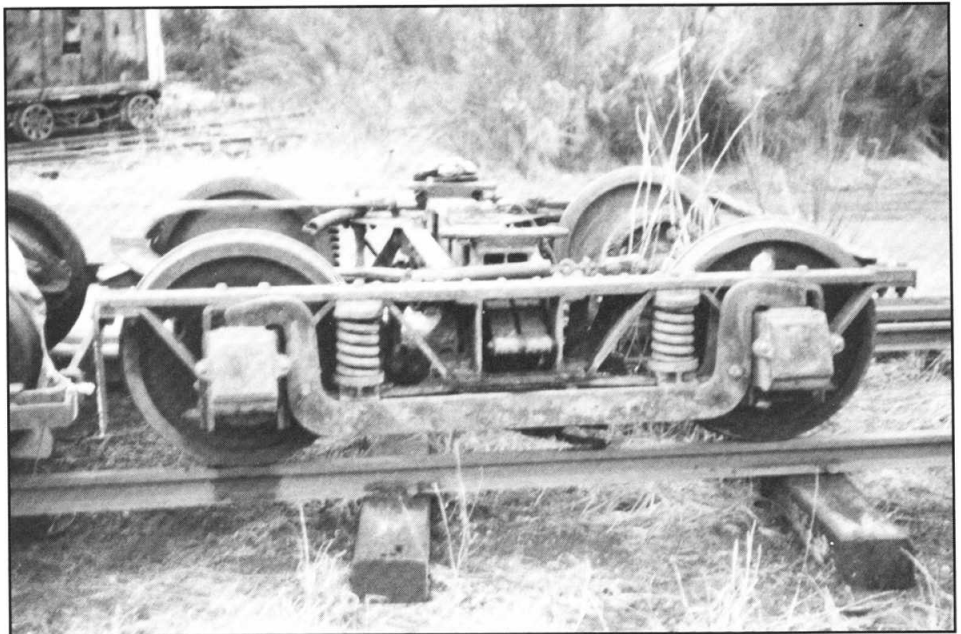
pair of 40 hp motors and rides on spoked wheels with removable tires. The side framing shows an equalizer with coil and leaf springs that will fool no purist, but will be reasonably convincing to the uncritical eye.

The trucks came from Melbourne, Australia, where they were used with suburban rapid transit equipment. A second pair of Melbourne city car trucks without motors were also purchased for a future restoration. Both pairs are stored under cover in the Excelsior Public Works yard near the boat building.

Elsewhere on the trolley front, the Excelsior City Council has granted a special use permit for the streetcar barn. On the negative side, the federal ISTEA grant application to build the Dock Station replica museum building was rejected. The reason given was that it would be all-new construction, rather than the restoration of an historic building.

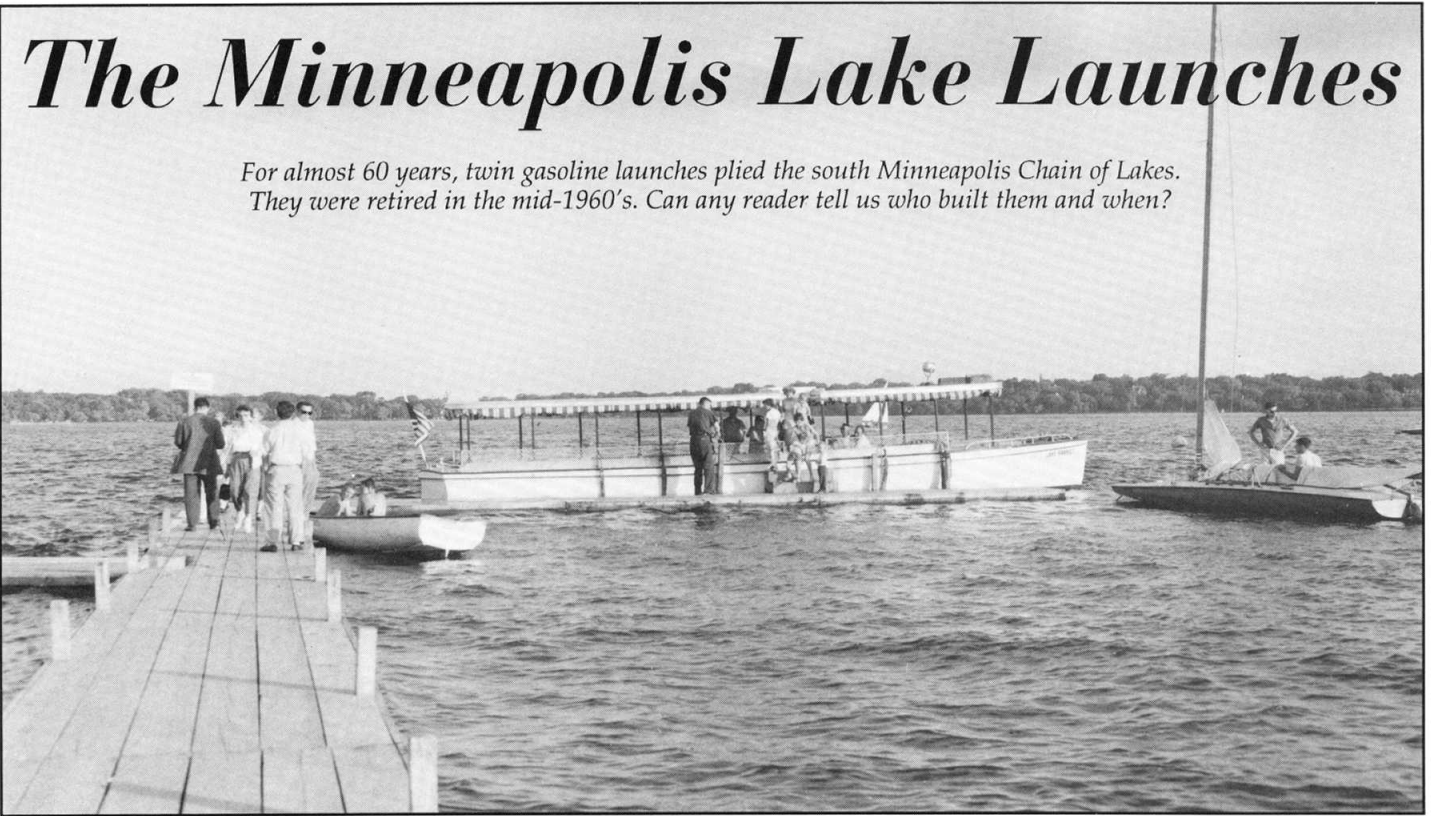


MTM's two recently purchased truck pairs have arrived. Top: One of the motorized pair is unloaded by a City of Excelsior crew. Bottom: One of the unmotorized (but more Twin City-like) pair. Leo Meloche photos.



The Minneapolis Lake Launches

For almost 60 years, twin gasoline launches plied the south Minneapolis Chain of Lakes. They were retired in the mid-1960's. Can any reader tell us who built them and when?



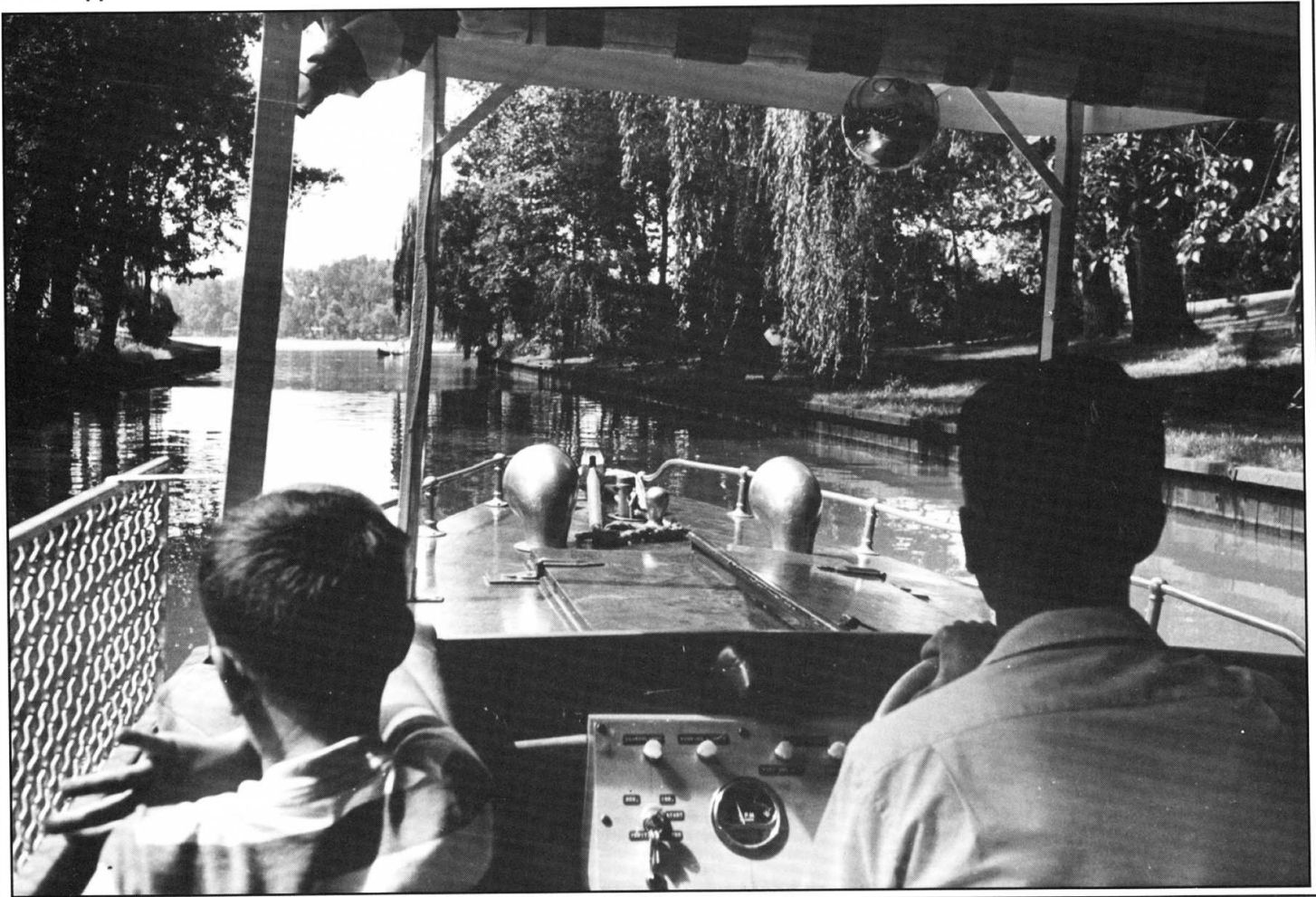
The Lake Harriet at its dock. Minneapolis Park & Recreation Board collection.

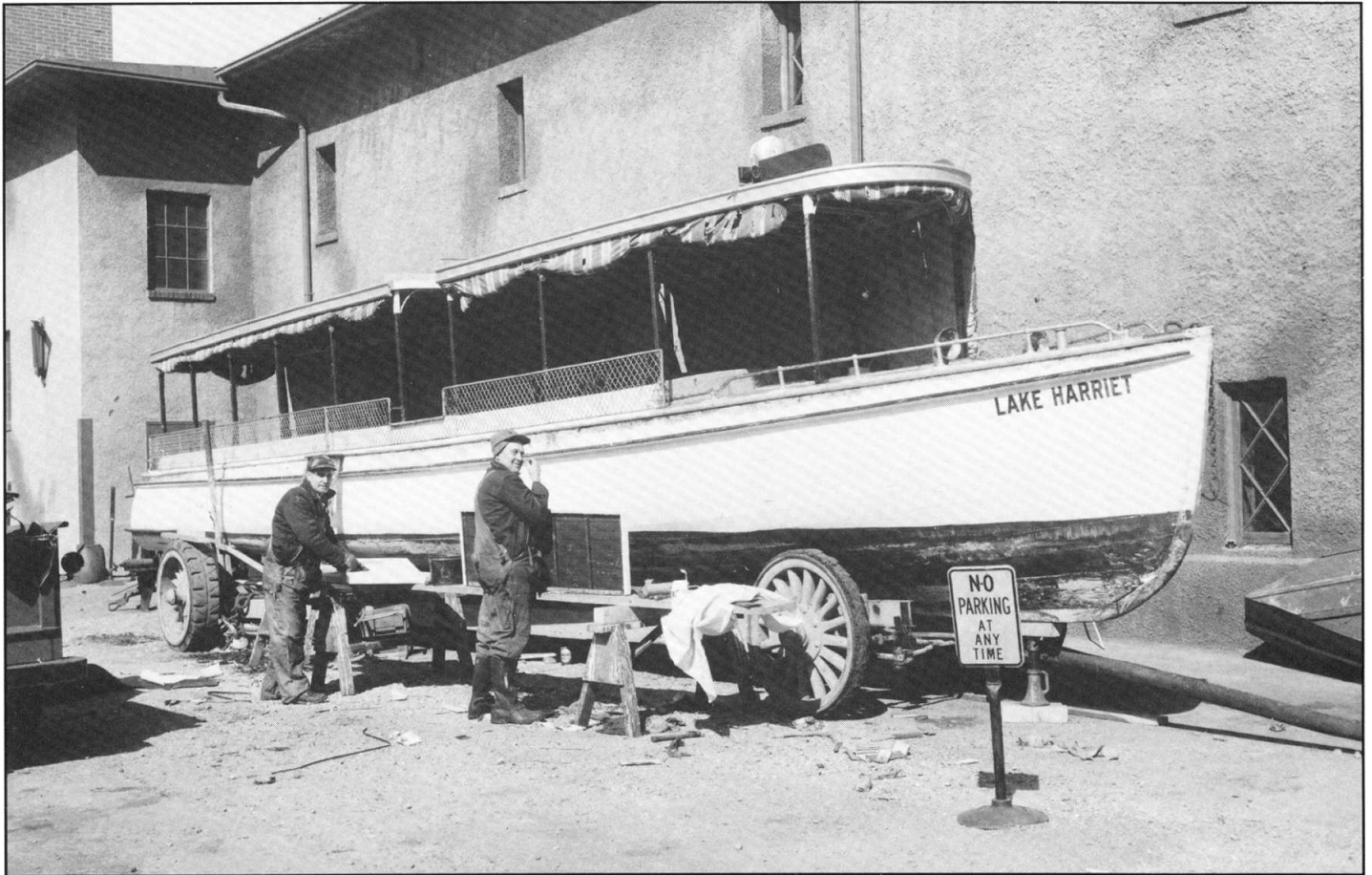
The Three Lakes at anchor on Lake Calhoun in 1956. Minneapolis Star-Tribune collection.



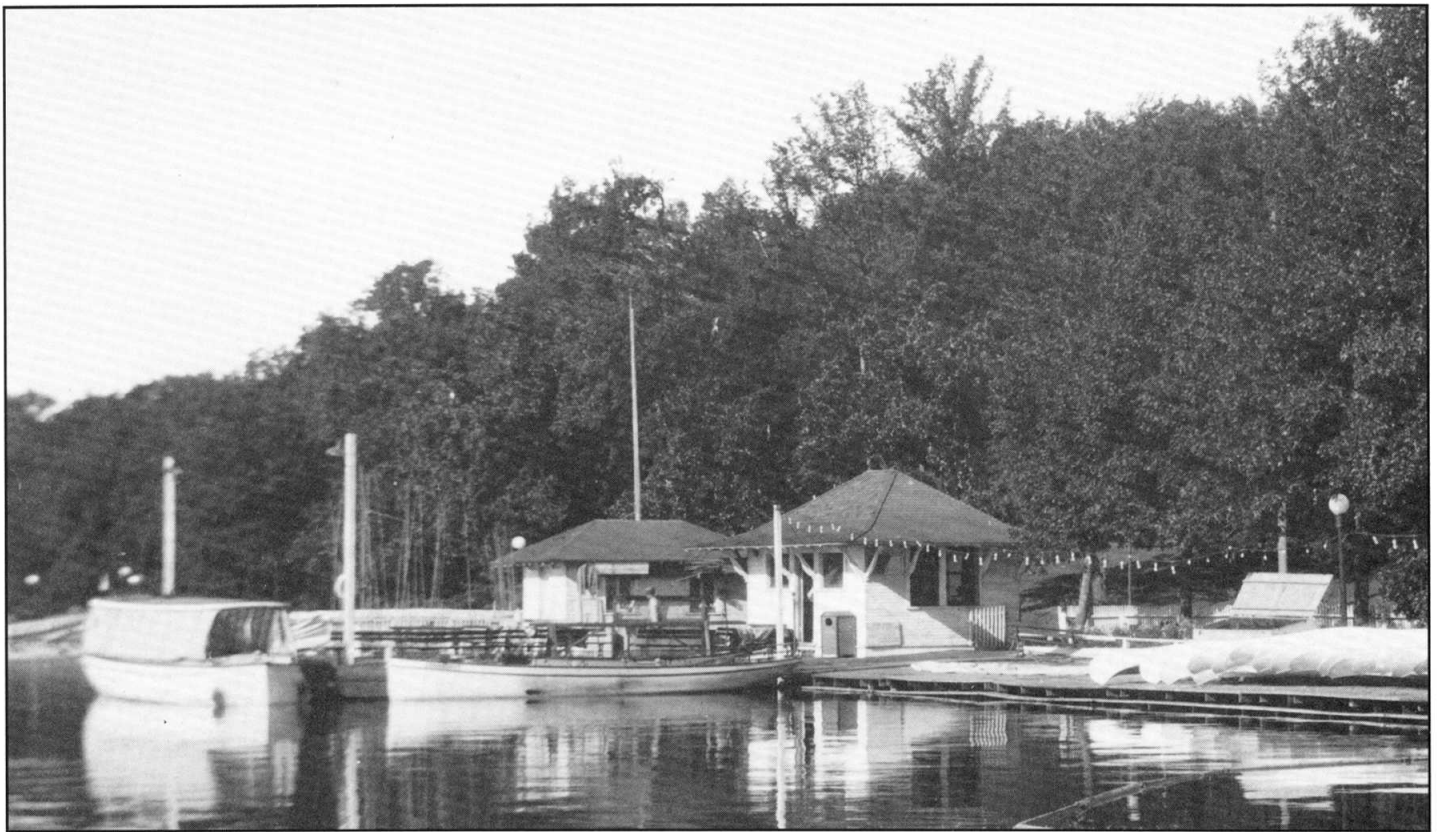


Top: Launching the Lake Harriet in 1950. These boats may have been built with torpedo sterns. Bottom: In 1962, the Three Lakes approaches Cedar Lake via the channel from Lake of the Isles. Both Minneapolis Star-Tribune collection.





Top: The Lake Harriet at the park board maintenance yard at 38th and Dupont. Bottom: This 1928 photo shows the Lake Harriet docked at the old boat rental on the west shore. The building at right is the 1900 streetcar depot which was moved to the lakeshore in 1911 and lasted until the 1930's. Both Minneapolis Park & Recreation Board collection.



FROM THE MINNEAPOLIS CITY ENGINEERING DEPARTMENT FILES



There has always been a working relationship between Twin City Lines and the City Engineering Dept. that maintained the streets. A recent visit to City Hall uncovered a trove of photos in their files. They have survived intact thanks to Dave Bruckelmyer, a department employee who loves streetcars. He and his boss, Mike Monahan, have generously loaned them for publication. The new Como-Harriet souvenir booklet will feature more.

Four pictures taken in June 1935.

Above: Looking south through the infamous "Bottleneck" where Hennepin and Lyndale Avenues crossed next to the Walker Art Center. **Left:** The morning rush hour looking northwest across the intersection of Washington and Hennepin.



Deep in the Warehouse District, looking north on 5th Street between 2nd and 3rd Avenue North.

The 8th Street side of Dayton's at Nicollet Avenue.







Four studies of Hennepin Avenue safety zones and islands from 1945. Opposite page: At 7th Street.
 This page: In front of the Great Northern Depot.





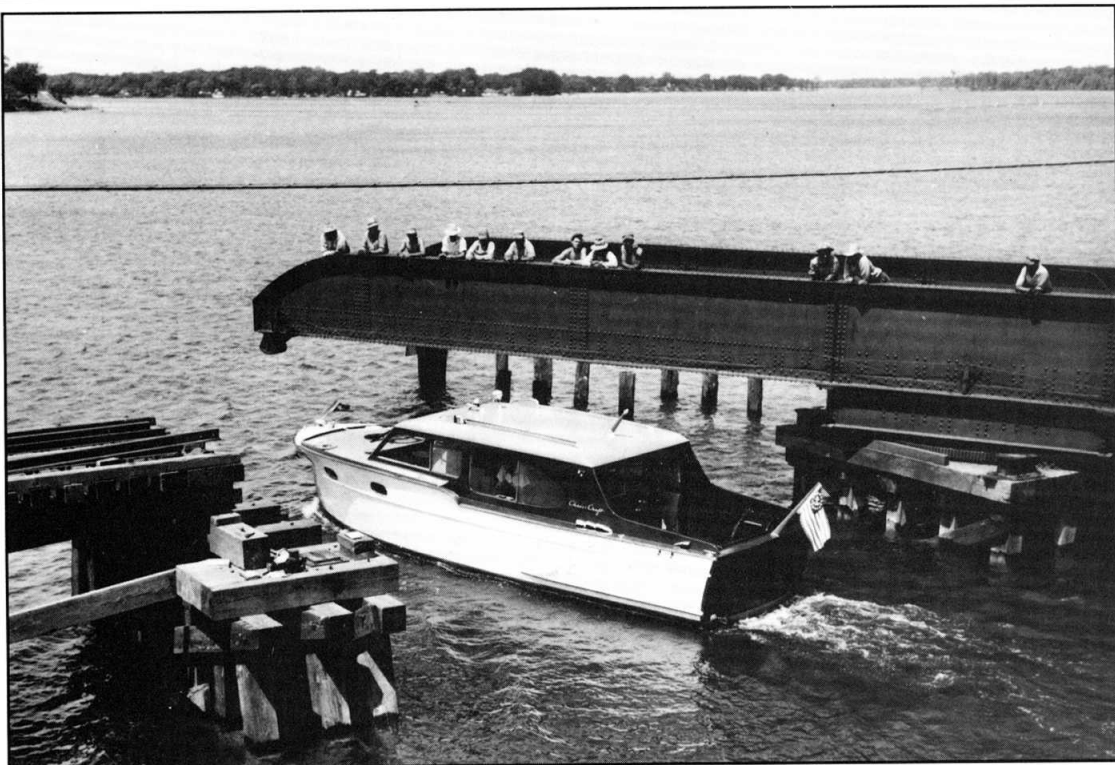
The Green / Ossanna management that scrapped the streetcars first reduced service to cut costs. On October 23, 1951, the city sent a photographer to the corner of Franklin and Nicollet to document the overcrowded morning rush hour. It unintentionally yielded this study of contrasting vehicle shapes.



Two early 1920s intercity buses.

Top: Judging from the formidable antenna array on the roof, the St. Cloud-Minneapolis Radio Bus Service driver was seldom out of touch with the home garage.

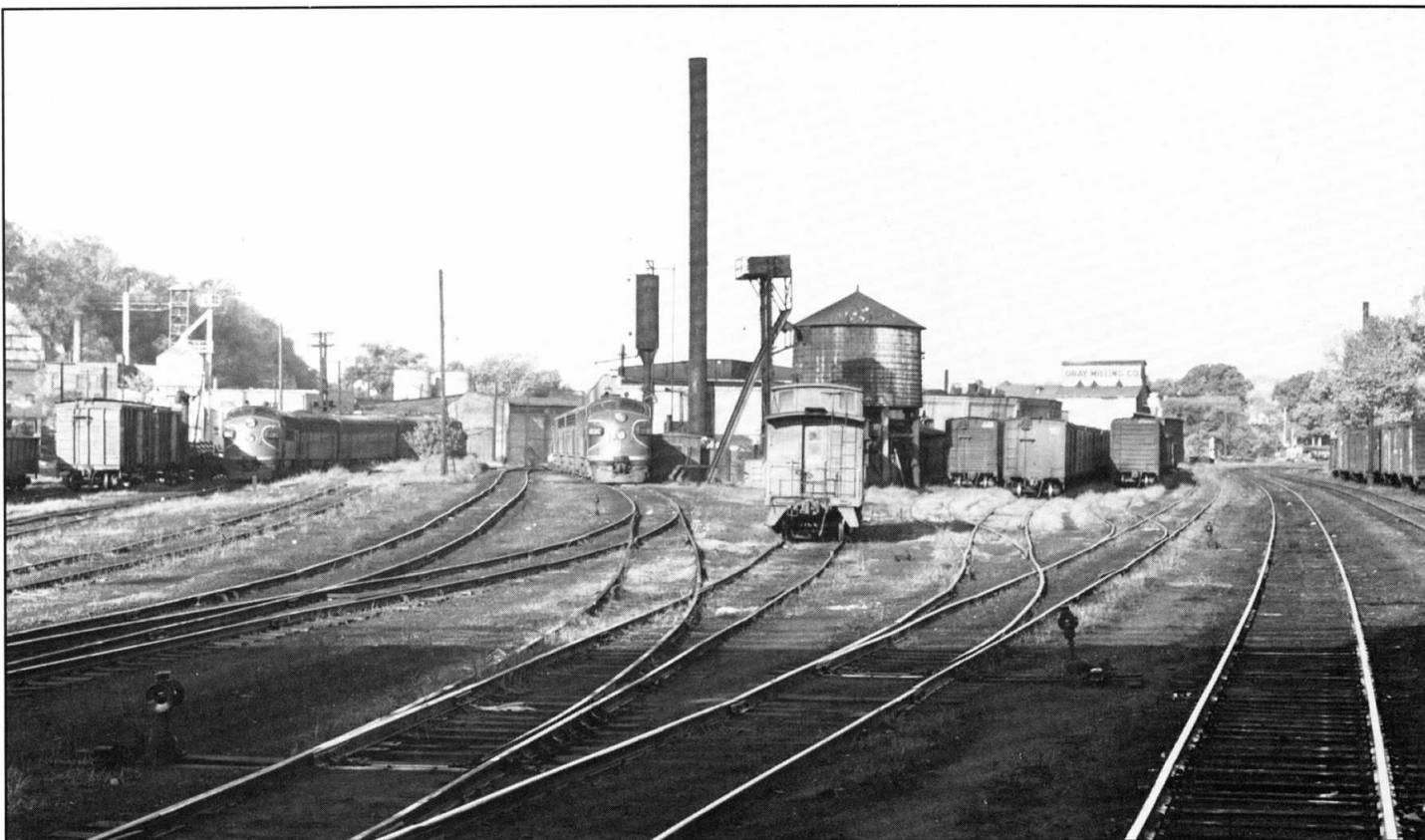
Bottom: The Minneapolis-Redwood Falls-Marshall bus poses in front of the original Minneapolis Union Bus Depot on 7th Street. Both Minneapolis Star-Tribune collection.



The entrance to St. Albans Bay was guarded by the Minneapolis & St. Louis hand crank swing bridge. In later years it was almost never opened. In 1951 there was high water, and Arthur Compton persuaded the railroad to open it so his Chris Craft could access the lake. It took 14 railroaders almost 3 hours to do it. Minneapolis Star-Tribune photo.

The Como loads passengers at an unknown dock. Minneapolis Public Library collection.





When railroad executive John W. Barriger travelled by business car, he unfailingly photographed every station and rail facility he passed. Top: The Chicago Great Western's St. Paul terminal, featuring strings of F-units in their factory paint. As a point of reference, the bluff staircase at left still stands by Wabasha Street. Bottom: The Chicago & North Western division point of Tracy. Note the Lunch Room sign and the switch stand placed behind the loading platform. Barriger Collection, St. Louis Mercantile Library.





Above: The boys of Zumbrota head off for World War II. The regular gas-electric has been supplemented by a locomotive and two coaches. Goodhue County Historical Society collection.

Left: This is a 1938 builder's photo of Milwaukee Road branch line triple combine #2758. MTM owns one of this series, currently M408, but the original number is unknown. Can any reader identify it? MTM collection.

Rear cover: In the single city block between Washington Avenue and S. 2nd Street, Portland Avenue crossed about a dozen tracks, including the ones that ended under the Milwaukee Depot's train shed. Around the clock, these shanties housed Minneapolis Eastern (left) and Milwaukee Road (right) flagmen who protected the crossings. By 1970, when this photo was taken, their days were numbered. Joe Elliott photo.





Inside Rear Cover: Minneapolis about 1930. A close look reveals a myriad of details. At lower left is the Chicago Great Western's Boom Island freight/coach yard and roundhouse. Note the steep coal unloading trestle. At lower right are the Burlington coach yard (nearest the river), then the Omaha's express yard and freight house. Above that is the Great Northern Depot and the Great Western freight house, separated by the Minneapolis Eastern. The Main Post Office is under construction. At upper right is the Milwaukee Road Depot. Look closely and you can see streetcars on the Hennepin and 3rd Avenue bridges. Beyond the Stone Arch bridge is the GN-owned Minneapolis Western bridge. Minneapolis Traffic Engineering Department collection.





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